



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

September 2013

Picture of the Month



How the EAA began. Founders Paul and Audrey Poberezny ran the association from the basement of their Milwaukee-area home. This photograph was taken in the 1950s. Their basement office has been re-created in the Founders' Wing of the EAA Museum in Oshkosh.

Disneyland for Pilots

By Carolina Schottland

Somehow, over the last several years, the only planned vacation my family has coordinated is our yearly sojourn to Oshkosh, WI, for the big air show. My husband has not missed an EAA AirVenture in eight years. Seriously, it is far more exciting to him than Christmas, 4th of July, and a year of Fridays all rolled together. I mean, there are thousands of planes and pilots and thousands of people that want to talk about planes and pilots; he gets giddy just thinking about it.

Me...I just like an excuse to get out of town and the challenge of feeding our group without the use of open flame. Sure, I like the planes and every year I inadvertently learn a

thing or two, despite my deep focus on where the best place to get one of those huge ice cream cones or who is handing out the best freebie that year.

For example, I can recognize a Mooney and point out "fork-tailed Doctor Killers" and "flying bathtubs." I am still working on picking out Wacos from Howards, but give me a few more years and I am sure it will just happen. Like osmosis.

All that aside, I enjoy AirVenture because my husband enjoys it (a lot), and we get an opportunity to slow down and spend time with friends and family with whom we don't always take the time to slow down and spend time. In general, everyone at AirVenture is friendly, even after

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Editor's Note

To quote Charles Dickens "it was the best of times, it was the worst of times..."

August 4th marked the end of another successful AirVenture in Oshkosh, which the EAA managed to pull off despite a lack of military involvement due to sequestration and a dispute with the FAA over air traffic control charges. Attendance was estimated at over half a million and more than 10,000 aircraft landed at Wittman and other local airports for the event. If you were there, you may have noticed many new improvements to the grounds and facilities including more flush restroom facilities, more benches, more trams and a greater variety of food options, to mention a few.

This amazing annual fly-in convention began in 1953 as a small part of the Milwaukee Air Pageant at Timmerman Field with as few as 22 airplanes and 150 registered visitors. EAA founder and aviation legend, **Paul Poberezny** led the association until 1989 when he handed over the reins to his son, Tom. During that time both the EAA and its annual gathering expanded to become the extraordinary organization and annual event we all get to enjoy today.

Sadly, now to the "worst of times" part. Paul Poberezny died August 22nd, shortly after attending his 60th EAA AirVenture. It is a great personal loss to everyone who knew him as well as a loss to the EAA family and the world of aviation. You can learn more about his life and his legacy at www.eaa.org/paul.

Beth Rehm, Editor

Continued from page 1.

long, hot days and miles of walking, and strangers are always ready with the much heard comment about how Bruce got all that stuff into that little ol' Cub.

And as I said above, you learn a lot. Like that Rolls Royce makes airplane engines and Jugs are actually parts of an engine and not just a line on a t-shirt. Not to mention, those fireworks! Unbelievable.

I would mention the air show, but I haven't seen one in years. It's the perfect time for a nap.

AirVenture is a cool juxtaposition of history and really advanced technology and there is something for everyone. So, despite some grumbling about the primitive conditions and wishing that Bruce got 1/100th as excited for chocolate festivals, I leave every year with good memories and fantastic photos. And with the knowledge that we'll be back next year...and that I still probably won't be able to convince him to go to chocolate festivals because as he always comments, "chocolate can't fly."

Carolina Schottland is an attorney with Zanck, Coen, Wright & Saladin in Crystal Lake and she is married to EAA Chapter 932 President, Bruce Schottland.

Tom's AirVenture Adventure

Nothing to worry about flying into Oshkosh. The Fisk Approach is the one to use. The RR tracks are easy to spot. The Pink Shirts sight the planes very well. Just follow the directions and land as instructed, no sweat. The first time is a bit anxious, but what isn't. Be sure to have your placard with the place you wish to park your plane and the ground crew will direct you. I flew in on Monday and out on Monday. Had camping gear just in case. Taxied to Vintage Aircraft Camping which the ground crew escorted me to row 117 on the S.



New chapter 932 members Daniela and Jeremy Knoll had a booth at AirVenture showing their aircraft from AeroSport, LLC. They are the U.S. distributors for the BushCat by SkyReach (www.aerosportplanes.com).



Dan and Nancy Johnson's Piper Pacer on floats at the Seaplane base. The base is nestled in a peaceful and picturesque cove on the south shores of Lake Winnebago, a short bus ride from the AirVenture grounds and is only open to aircraft during AirVenture week. Photograph by Helen Faithfull.

40. Any further South and I would have been at the Sea Plane Base! The departure is simple; just monitor departure ATIS which is on a different frequency than approach ATIS. Wait for the ground crew and they will direct you when to start up and where to go. Monitor the tower

frequency for the respective Runway. Note the run up is done on the runway when cleared to position (wait) and hold, not in the camping area. It is a giggle and a right of passage for Aviators. Well organized.

Tom Solar

Bruce's Best Landing(s) Ever

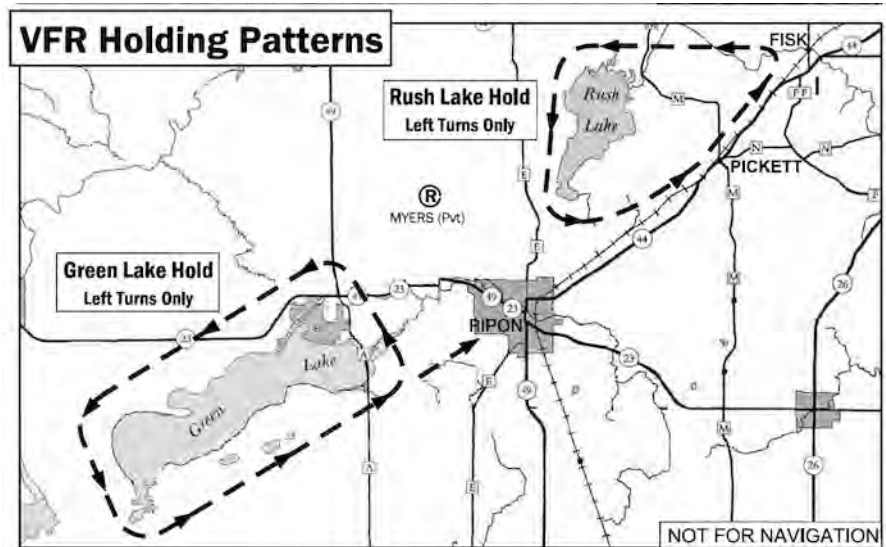
By Bruce Schottland, EAA Chapter 932 President

As kids my brother and I always dreamed of flying and our ultimate fantasy was flying into Oshkosh for AirVenture. We had been to AirVenture a couple times when we were very young. Fast forward about thirty years and my bother and I are motoring along at about 1500 feet on a calm, warm, beautiful day in a 1947 Piper Cub. This was our third year in a row flying the Cub to AirVenture. It's become a family tradition that he and I fly up on Thursday and our wives act as ground support bringing all the things that don't fit in a Cub, along with his two little girls. In other words, they bring almost everything.

The usual plan is to leave Galt in the afternoon and stop at Dodge County airport, a nice little municipal airport in Juneau, WI about 40 miles south of Oshkosh. This is where we get fuel and wait around for the air show in Oshkosh to end. It gives us enough fuel to fly the rest of the way and all way the back home without stopping. Since the field at Oshkosh is closed until after the air show, we usually kill some time at Dodge County, meeting new friends and waiting to hurry up. There is, then, a small rush as Oshkosh opens up again between six and seven p.m. and requires that you have to be tied down by eight p.m.

All went according to plan and it was a spectacular flight up to Dodge County. We fueled up and admired other planes on the ramp that were also on the way to Oshkosh. We saw a Mooney 201 and a Beechcraft Bonanza stuffed full of camping gear. Must be nice, I thought.

Just a little before 6:30 we took to the air again and headed up to Ripon. That is the entry point for the Fisk



A diagram of the holding patterns for the Fisk VFR Arrival Procedure from the 2013 AirVenture Oshkosh NOTAM. This NOTAM is 30 pages of special instructions for pilots flying into and departing from OSH during AirVenture week.

VFR Arrival procedure at AirVenture. Flying in you need to check ATIS prior to 15 miles from Ripon. Then, once you are within 15 miles of Ripon you monitor an approach frequency. Pilots enter the procedure at the Northeast corner of Ripon. It is easily identified by a couple grain elevators and the railroad tracks you have to then follow.

For me, this is always the most challenging portion of landing at AirVenture. There are sometimes innumerable planes all approaching the same point at the same time. You are supposed to find a space to slide into while maintaining proper distance (1/2 mile) from the other planes. The biggest issue is taking into account the various speeds of all the planes. The Cub can't keep up with most planes flying into Ripon and I have to be careful not to cut someone off who is moving along much faster. However, once this little challenge is surmounted, it's not too difficult. It's intense, but not hard.

From Ripon you follow the railroad tracks Northeast towards Fisk. Planes are supposed to fly at 1800 feet and 90 knots. In the Cub I just give her all she's got (which is not much, my wife just added) and get as close to 90 knots as I can. The NOTAM does not allow planes to pass one another. If a plane cannot go slow enough, it must exit the procedure and re-enter at Ripon. This is not a problem for me. However, every time I fly in at least a few pilots disregard this rule and pass me on the left, right, above or below. These departures from the established procedure always make me nervous. This is a very busy area, but what makes it all manageable is the well-planned procedure. There is another altitude available for planes that cannot slow down to 90 knots (2,300 feet and 135 knots).

Over the small town of Pickett, planes are identified by spotters on the ground. They usually just address pilots with a general

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description of the plane: "yellow tailedragger, rock your wings," or "black and white low wing, rock your wings." Radio communication is not allowed so pilots acknowledge the ground spotters by rocking their wings. Once identified the controllers will give you a runway assignment. None of this is a surprise because the ATIS you listen to before Ripon indicates which runways are in use. However, each runway requires a different approach procedure. All of it is spelled out in detail in the NOTAM and it's very important to be well aware of that procedure beforehand. There are a lot of little details,



An aerial view of the busiest airport in the world from the Piper Cub on downwind for runway 27.



Scan these QR codes with your smartphone to see 2 videos of Bruce's approach and landing(s) at Oshkosh.



such as where you must turn base, where you may descend and more. I am fine reviewing it when the runway assignment is given, but I know it all ahead of time.

This year was the busiest I have ever seen things. Apparently the pattern was full and they couldn't land planes fast enough. The guys on the radio advised that pilots might be asked to hold. There are two holding patterns. Both are counter-clockwise patterns around lakes. The first is Green Lake, just Southwest of Ripon. If you make it to Fisk before being placed in a hold you are asked to hold by circling Rush Lake- just Southwest of Fisk. When I heard that some planes would be asked to hold I told my brother I was sure that we would get to land without holding since we were so slow. I assumed they would just want to get us on the ground so we don't slow things down.

I was wrong. We were put in the hold around Green Lake by Ripon, even though we were diverted at Fisk. Right over Fisk we were identified and told to turn to a heading of 27. We were then turned again and told to fly all the way back to Green Lake. We flew around Green

Lake one time and were allowed to re-enter the procedure. Again, a couple planes passed me in the pattern around Green Lake. Once we got back into the procedure we flew directly to Fisk and were told to take runway 27.

To land on 27 you fly along some railroad tracks to an east/west road just north of the airport and south of a gravel pit. You fly a right downwind and begin your descent halfway through the downwind. You are also given a spot to land on the runway. Each runway has multiple, large colored dots. As we began our descent we were instructed to land just past the green dot. That dot was about halfway down the runway and there was one dot before it. As I turned right base, I looked and saw a jet sitting on the runway waiting to takeoff. I assumed he would be off before I turned final. I continued to fly the pattern as instructed. When I turned final that jet was still sitting there. I continued to fly as instructed but grew a little tense about when he was leaving. I began to wonder if maybe he was going to stay there and if I would land in front of him. He

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Continued from page 4.

took off when I was on short final, but it wasn't even close. He was gone well before I crossed the runway threshold. Then, I landed where instructed and since nobody reading this was there, I am comfortable telling you it was probably the best landing ever witnessed at Oshkosh. People along the runway cheered. I am sure it will go down in AirVenture history. The best landing ever (both of them).

Once down I was told to turn off into the grass right away. Then began a long, triumphant taxi. Pilots must have a sign with big block letters indicating where they intend to park.

Mine said "VAC," which indicated vintage camping.

Flying into Oshkosh during AirVenture is challenging and sometimes intense. However, it is never scary and it is remarkably well-planned and organized, which is shocking considering the number



Matt Chapman from the 4ce Formation Aerobatic team performs at AirVenture 2013. One of the many fabulous AirVenture 2013 photos submitted by Bob Forni.

and types of planes and the number--and types--of pilots. I always have a tremendous sense of accomplishment and pride. I landed at the busiest airport in the world in a little, old Piper Cub. Literally, a dream come true.

Bruce Schottland is a criminal defense attorney and founding partner of Harter and Schottland. Bruce earned his private pilot certificate at Galt in 2007 and currently owns and flies a Piper JC3-65 Cub (N98600).

Galt Traffic Classifieds

BAD ELF GPS FOR SALE

For sale: Bad Elf GPS original model. Plugs into iPad/iPhone/iPod Touch, pre-5th generation. Like new. \$55. Contact Susie Sarge at ssarge@owc.net.

BUY A CHAPTER 932 MUG, HAT or T-shirt

We are now selling various items featuring the EAA Chapter 932 logo to raise money for the chapter.

We have coffee mugs for \$8.50 each and baseball hats for \$22 each. We are also selling the very cool Barnstormer Days t-shirts for \$17 each. We still have Large, Medium and Small sizes left. If other sizes are



required we can special order them for you. The shirts are available from the FBO at Galt.

You can buy the mugs and hats at chapter meetings, airport events or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

ADVERTISE IN GALT TRAFFIC

EAA Chapter 932 members may advertise in the Classified section for free, which is one of the benefits of joining the chapter! We also sell ad space on other pages of the newsletter to raise money for the chapter.

Please contact the editor to discuss your advertising needs at editor@eaa932.org.

Galt Get's a Facelift

Photo Essay by Captain Jeff Hill Sr. TWA 1964-1997



It was a gloomy day when the sealcoating team arrived at Galt.



The taxi ways were completed first.



The next day they completed sealcoating between the hangars.



What a difference some paint makes! Now you can clearly see the displaced threshold markers.



Dr. Erika Cleland

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Friday 9:00 am to 5:00 pm
Saturday 8:00 am to 1:00 pm
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PRIMARY EYE CARE CENTERS
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Next Chapter 932 General Meeting

September 14th

Food at 6:30 PM

Bring your own meat to put on the grill and a dish to pass

BYOB (or other alcoholic beverage of your choice)

Meeting at 7:00 PM

Movie after the meeting

PG-13

Directed by Anthony Hemingway
Starring Cuba Gooding Jr.
& Terrence Howard



Chapter 932 Flys 40 Boy Scouts

Thank you so much to the wonderful volunteers that stepped up to fly and assist 40 boy scouts on Saturday, August 10th. As always, we can't do it without the pilots, but the "Ground Crew" is pretty important, too. And I would be remiss if I didn't thank **Kaylin Hart**, who could have probably single-handedly run the show! You guys are all awesome and generous and I am always impressed that so many of the Galt community get involved in outreach to advance general aviation through programs like Young Eagles.

We've been getting great feedback on the Galt Airport Young Eagles Facebook page. The parents and kids were very thankful for the experience. Check out the page to see the comments and feedback.

Again, Thanks!

Your Coordinator-for-a-day,
Carolina Schottland



Pilot Dave Spitzbart's (center) expert flying clearly had an impact on two of the Boy Scouts he flew on August 10th after the chapter meeting. This group of scouts spent the entire day at the airport working on their aviation merit badges. Visit our FaceBook page to view more photographs of the event, all taken by Carolina Schottland. <https://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

What the Parents Are Saying

Here are some of the comments that were posted on our FaceBook page after the August 10th event.

*[On behalf of Scotty and Eric]
Thanks Dave for the awesome adventure
- you did great for your first flight! -
Cathie Herwehe Johnson.*

That's my boy...he had the time of his life. - Katie Gockenbach.

Truly awesome, everyone. Thanks for sharing. - Cindy Enright Kunzer.

The folks at Galt Airport were BEYOND amazing! An experience that will not be forgotten! THANK YOU. - Cathie Herwehe Johnson.

Next Young Eagles Rally

Saturday, September 7th

Torch Club from the Boys and Girls Club of Dundee

Volunteers/Set Up at 8:30 a.m.

Flying begins at 9:00 a.m.

For more information

please contact

Bruce Schottland (847) 912-5122



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

We had another great month at Galt in August! By now, you've hopefully all had a chance to see how incredible the airport looks with fresh seal coating and striping. We couldn't be happier with how it turned out, and hope you all feel the same way too. We have a few more small projects coming up (mainly finishing crack-sealing around the hangars), but that will be a very quick process that will not require any airport closures. I'll be sure to keep you all informed of the details as they become available.

Our main focus over the last 4 weeks has been with landscaping and aesthetics at Galt. Besides the pavement sealing, we've been working diligently around the airport to remove excess trees and brush from around the runways. If you haven't seen the approach end of runway 18 in the last week, I think you'll be shocked to see how much different it looks with all the trees and brush removed... it's almost like a completely different runway. We're also working our way east down the taxiway with the ultimate goal of cleaning up all the trees and brush down to the campground. With any luck, we'll have the lion's share of this work done by the Fall.

In addition to the landscaping work, we're also planning on some interior/exterior renovations of the FBO very soon. We plan to add a fresh coat of paint outside, as well as update the kitchen, flooring, and office. Again, we hope to have this project completed before Fall. We're excited to get the FBO back into top shape as well.

Finally, I wanted to say "Thank You" to everyone who attended the flour drop this year. What a great day. Besides the fact that it's about as much fun as you can have flying, it's always so great to see all of our families, friends, etc. out to Galt to share an afternoon together. I don't think there's a much better example of how wonderful our community here is than that. Also, thanks to the EAA for all of your tireless volunteer work as well, it's difficult (and sometimes thankless) work, but we'd never be able to have such a successful event without your dedication.

A FABULOUS DAY AT GALT AIRPORT

EAA Chapter 932 Membership Chair, Ed Moricoli, received the following email after the Galt Flour drop on August 17th.

Ed and Mary Moricoli:

Wow! I still haven't come down from yesterday! I just can't believe all

the incredible things that happened to me and the wonderful people I met along the way that made it happen.

Let's start with Neil and Andy [Anderson]. I ask you, how could any father and son be nicer, more gracious and generous to a fault? I'll always be in their debt for my championship bomb run and the exciting maneuvers in the Yak. How many guys can scratch stuff like that off their bucket list?

Everybody out there the (let's call them the Galt family, cuz' that's what it is) was so genuinely nice and friendly that you couldn't help but feel welcome.

Thanks also to you two for getting me out there (and up there). You made a dream come true.

Please share this letter with everyone concerned and thank them all for me.

Sincerely,

Bill Freiberg

NOW OPEN!

The General Store



Coffeehouse & Grocery

4409 Greenwood Rd

Coffee, Espresso, Wine, Beer & Grocery Items



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

You will need to be a math genius as well as an expert on Cessna airplanes for this month's quiz. Take a look at the two examples and then see if you can answer the rest of the problems Brian has come up with this month.

Examples:

Skylane - Skycatcher = 20
 $182 - 162 = 20$

Aerobat + ? = 455
 $150 + \text{Bird Dog} = 455$

Problems:

Cardinal + Caravan =
 AGwagon - Aerobat =
 Centurion + Skyhawk - Bird Dog =
 Stationair - Conquest + Skycatcher =
 Skylane + Cardinal + Aerobat -
 Golden Eagle =
 $(\text{Skyhawk} - \text{Skycatcher}) \times (\text{Skylane} - \text{Aerobat}) =$
 $\text{Aerobat} + \text{ ? } = 575$
 $\text{ ? } - \text{Skyhawk} = 249$
 $\text{Skyhawk} - \text{ ? } + \text{Skycatcher} = 146$

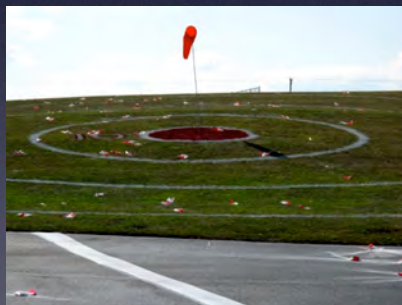
If you think you know any of the answers send an email to Brian at maintenance@galtairport.com and the winner will be randomly selected from all of the correct answers he receives.

Answer to the July puzzle:

Airnav has Galt's runway 09 listed at magnetic 088. It was measured by IDOT in June at 092.6 deg. It is different because the magnetic north pole is moving 40 mile per year and the magnetic heading has changed.

The answer to the bonus question was that all five parallel runways at Dallas-Fort Worth are 175.4. They put three at 17 and two at 18 to avoid confusion because left, center, and right can only describe three of the five.

A Day in the Life of Galt Airport JB Aviation's Annual Bomb Drop



EAA Chapter 932 - August 17, 2013
 Peter Wachter

EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

As usual, it's been a busy month around Galt Airport. Since my last report we hosted the Boy Scouts and Civil Air Patrol for their Aviation Day, including a tour of the shop by Brian Spiro and Young Eagles flights. The original plan was to fly 25 Young Eagles, but we ended up flying 40! Flying 40 kids in a few short hours in no small task. A lot more work goes into the event than just flying them around. Before even flying they have to be properly registered and fill out the appropriate EAA forms and permission slips. Young Eagles have to be matched with pilots and afterwards the kids are presented with certificates and pilot log books. At this event, we also had volunteers making lunch to keep all the hardworking chapter members fed.

Keeping all of that going in an organized fashion takes a lot of effort

by a lot of people. And as usual, it was a big success. Thanks to all the pilots and ground crew who made that happen.

The Young Eagles rally was not the only big event in August. JB Aviation also hosted their annual bomb drop competition. As many of you know, Team Cleland dominates the competition every year, but this year they were knocked off their throne single-handedly by Galt pilot Neil Anderson. Neil walked away with three trophies. As usual I was convinced that I was going to win a trophy this year. I did lots of trash talking leading into the weekend. I even made a bomb drop run with a Cleland aboard, which I thought would guarantee a victory. But alas, I came up short and didn't even place again this year. Next year I will definitely win. No matter though, the bomb drop continues to be my favorite day of the summer at Galt Airport. I also received a lot of text

messages and emails from other attendees who felt the same way and reported having an exceptional day.

Although summer is winding down there is still lots happening and lots of fun to be had at Galt. Let's make the most of it and get out there. Also, don't forget that this month's EAA meeting will be held at 6:30 p.m. instead of 10:00 a.m. After the meeting we will show an outdoor movie. Bring whatever you want to grill and a dish to pass. I hope to see you there!

Welcome New EAA Chapter 932 Members

Please give a big welcome to the following new chapter members;

Larry Thompson - joined at the August Chapter meeting

Jeremy Knoll - joined at the Galt Airport Flour Drop

Daniela Knoll - joined at the Galt Airport Flour Drop



Congratulations to EAA Chapter 932 Secretary, Mike Evans, on his purchase of a Super Cub. Mike has been looking for his airplane for a long time and had many disappointments before he found this one.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: August 10, 2013

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:00 a.m.

Mike, Beth, Bruce, Larry T., Dale A., Tim S., Jim R., Eric R., Don S., Bob H., Bill M., Dave S., Ed M., Paul S., Ed B., Larry S., Dave H., Jeff H.

2. VOTING ITEMS

a. Approval of Agenda

Motioned by Ed M, Seconded by Bruce, All voted in favor

b. Secretary's Report – Approval of July 2013 Minutes

Motioned by Bob, Seconded Ed M, All voted in favor

c. Treasurer's Report- Approval of July 2013 Financial Report

Motioned by Ed M, Seconded by Tim, All voted in favor

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Beth: If anyone has any photographs or words about their trip to Oshkosh this year, please send them to Beth (editor@eaa932.org).

4. COMMITTEE REPORTS

a. Young Eagles- Bruce: 25 Boy Scouts are here today for YE flights. Next YE event is September 7th. Need pilots and other volunteers.

b. New Membership- Ed M: Larry Thompson (Pell Lake, WI) joined today. His son in law, Dale (Spring Grove) is considering it.

5. OLD BUSINESS

a. Barnstormer's shirts remain for sale in the FBO.

b. Redbird Simulators work at Oshkosh. Aerostars had 3 sims setup in their trailer. Mike LeJeune's son James, and chapter members Beth R, Parker J, and Kaylin H worked the sim trailer throughout the week.

c. September evening meeting. Grilled food (BYOM) 6:30. Meeting will be in the evening at 7:00 followed by a movie.

6. NEW BUSINESS

a. JB Aviation BOMB DROP! August 17, 2013, 10:00 a.m. until 5:00 p.m. followed by award ceremony. EAA is selling lunch. Get in touch with Bruce if you are able to help out.

NEXT MEETING: September 14, 2013 at 6:30 p.m.

ADJOURNMENT: Motioned by Bill M., Seconded by Larry S. Adjourned 10:13 AM

Galt Airport/EAA 932 Calendar of Events

- Sept 7** Chapter 932 Young Eagles, Galt Airport (10C)
- Sept 14** Chapter 932 general meeting, Galt Airport (10C), 6:30 p.m. **Please note this is an evening meeting.**
- Oct 12** Tentative date for EAA Chapter 932 meeting at the Warbird Heritage Foundation at Waukegan.
- Nov 9** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Dec 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
-

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

<http://www.fly2lunch.com>

www.aopa.org/pilot/calendar

<http://www.avweb.com/calendarevents>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.flyincalendar.com>

<http://socialflight.com/index.php>

<http://www.flyins.com>

<http://www.pilotsofamerica.com>

<http://www.generalaviationnews.com/calendar>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

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Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

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Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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